

In the Claims:

1-15 (Cancelled).

Al 16. (New) A two-stroke motor of the rotary piston type comprising a cylinder block containing a plurality of cylinders, rotatably mounted in an engine housing and indirectly geared to a crankshaft, journaled for a rotation within said engine housing and piston members supported upon said crankshaft for a rotary motion within said cylinder block as said crankshaft and said cylinder block rotate in the same direction; said cylinder block being sealed against said engine housing by slidably mounted circular side seal rings having provision for at least one of an automatically rotatable induction timing ring, and an automatically rotatable transfer timing ring, and with said engine housing having peripheral pivoted air vents for an automatically variable air flow.

17. (New) The motor of claim 16 wherein said cylinder block is indirectly geared to said crankshaft by epicyclic gears of a ratio of 2:1.

18. (New) The motor of claim 17 wherein said epicyclic gears comprise two piggy-back idler gears.

19. (New) The motor of claim 18 wherein a timing of the entry of combustion gases into said cylinders is controlled by side entry tracts located in end casings for communication with ports in said cylinders.

20. (New) The motor of claim 19 wherein said ports of said cylinders and said side entry tracts are sealed by an intimate contact between rotating cylinder-side seal rings and stationary casing-side seal rings and exhaust plates.

21. (New) The motor of claim 20 wherein said cylinders are open to atmosphere after combustion via air chokes and reed valves, allowing a fresh cool air to pass across a crown of individual ones of said piston members, thereby purging said cylinders of a residual exhaust gas.

22. (New) The motor of claim 21 wherein the quantity of said cool air is synchronized by said air chokes to be proportional to the quantity of fuel/air mixture consumed by said motor.

23. (New) The motor of claim 22 wherein at least one of the induction and transfer phases of said motor are automatically varied by rotatable timing rings relative to the speed of said motor.

24. (New) The motor of claim 23 wherein an air vent opening is automatically variable to ensure that the temperature of said motor remains within set limits during operation.

25. (New) The motor of claim 24 wherein a sealing of the casing-side exhaust plate against the cylinder-side outer seal ring is accomplished by the pressure of the exhaust gas.

26. (New) The motor of claim 25 wherein a movement of a big-end of a connecting rod is controlled by rigid guides in the crankcase.

27. (New) The motor of claim 26 wherein individual one of said piston members is cooled internally via air ports in a cylinder wall.

28. (New) The motor of claim 27 wherein a primary compression of an induced gas is increased due to a solid base of said piston members meeting flush with said cylinder block.

29. (New) The motor of claim 28 wherein an unused portion of the fuel/air mixture is returned to an incoming charge.

30. (New) The motor of the claim 29 wherein an expansion of said motor upon reaching an operating temperature does not affect a sealing of said motor due to the compressible synthetic rubber "O" ring seals and the slidably mounted seal rings.

---